

ADEN, 1938

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Motor Transport

On 31st December, 1938, there were 198 licensed public cars and 494 56 licensed omnibuses. The number of private cars was 404 and there were 86 licensed lorries and trucks.

The following statement shows the countries of origin of the above motor vehicles :—

	No. of vehicles.
1. British Empire	254
2. United States of America	413
3. French	9
4. Italian	44
5. German	24
Total	744

Trade with the interior is conducted mainly by camel caravans, but as roads and routes in the Aden Protectorate are being developed more and more cars and lorries are being brought into use.

Blue Tours.—A motor coach service in Aden known as the "Blue Tours" introduced for the conveyance and transport of passengers from ships is progressing satisfactorily. The three coaches in use have seating accommodation for 21 passengers each who are taken round the most important parts of the town and environs during the ship's stay in the harbour. 474 485

Post Office

The Postmaster at Steamer Point is responsible for the postal services under the general control of the Finance Officer. The offices in the Colony are situated at Steamer Point, Camp and Khormaksar. In addition there are sub-offices on Kamaran Island in the Red Sea and at Mukalla in the Eastern Aden Protectorate. The Hadhramaut has also a number of postal agencies. 205

Prior to the 1st April, 1937, Aden was included in the Indian Postal System and Indian postage stamps were used. As from the date mentioned, Aden became a separate postal administration with its own issue of stamps.

The stamp design includes a vignette of an Arab dhow, a type of craft which has been associated with Aden from time immemorial. The denominations of stamps are : Annas $\frac{1}{2}$, 1, 2, 2 $\frac{1}{2}$, 3, 3 $\frac{1}{2}$ and 8 ; and rupees 1, 2, 5 and 10.

Aden, being on the main shipping route between Europe and the Far East, is an important office of exchange. Mails from Europe and India arrive weekly on the P. & O. mail steamer. Bags for British Somaliland are transhipped to local steamer sailings for Berbera. Mails for East Africa are unloaded and warehoused in

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five and three steamers respectively which run between Aden⁵⁰⁵ and Mukalla, Shehr, Berbera, Zeila, Perim, Djibouti, Mocha, Kamaran, Hodeidah, Gizan, Medi and Port Sudan. Very frequent services of dhows also trade to and from these ports and in addition to many other little ports on both sides of southern Red Sea, Gulf of Aden up to Persian Gulf and also to Socotra.

Many other shipping lines make occasional calls at Aden in connection with cargo, and other lines call at Aden for bunkers only.

The only ports for which there is a poor direct service are the Levant Spanish and Portuguese ports. Cargo is sent with transhipment at Port Said.

Roads.

There are no railways in the Colony and all transport is by⁴⁹⁶ road or by sea. The sea transport is not great and consists of⁴³⁸ the carriage of salt and building materials from Little Aden to Tawahi and Maala.

It is difficult to give an accurate estimate of the road mileage⁴⁹¹ as the side roads in the town which are used principally by pedestrians and camels do not require to be kept up, and the Royal Air Force maintain certain of the roads which lie in the Military Area. The Aden Settlement maintain 13 miles of bituminous macadam road and 19 miles of water-bound macadam road.

Motor Transport.

On the 31st December, 1937, there were 198 licensed public⁴⁹⁴ cars and 53 licensed omnibuses. The number of private cars was 367 and there were 66 licensed lorries and trucks.

The following statement shows the countries of origin of the⁴³⁹ above motor vehicles:—⁴⁹⁴

	No. of vehicles.
1. British Empire	234
2. United States of America... ..	391
3. French	9
4. Italian	36
5. German	14
Total	684

Trade with the interior is conducted mainly by camel caravans, but as roads and routes in the Aden Protectorate are being developed more and more cars and lorries are being brought into use.

Post Office.

The Postmaster at Steamer Point is responsible for the postal⁶⁵⁵ services under the general control of the *Finance Officer*. The²⁰⁵ offices in the Colony are situated at Steamer Point, Camp and

SOCIAL SERVICES

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Lorries are owned in small fleets by merchants and contractors; conversely, the 65 buses are almost all in individual ownership. Taxis are in small ownership, and mainly driven by Somalis. 494
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As an example of the diverse nationality of business ownership in Aden, the following are the main concerns and the nationality of their proprietors: 471
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Salt Works	Italian, Indian.	162
Soap Works	French.	474
Dyeing and Printing	French, Indian.	251
Aluminium Factory	Indian.	
Shipping Agencies	British, Indian, French.	
Ship-owning	British, French, Arab, Indian.	

There are no co-operative societies. 474

Aden has no agriculture, forests or mines. Animal husbandry is confined to the keeping of a few hundred cows for dairy purposes. 231
Animals were imported as follows:

TOTAL IMPORTS OF ANIMALS

	Sheep and Goats	Cattle	Camels	Horses	Donkeys	Dogs
By land	41,393	5,031	44	6	1	Nil
By sea	105,729	76	3	Nil	Nil	13
TOTAL	147,122	5,107	47	6	1	13

Chapter 7: Social Services

EDUCATION

Types of School. Schools directly maintained by Government provide primary and lower secondary education through the medium of Arabic, the mother-tongue of the large majority of the population, and higher secondary education through the medium of English. The teaching of English is begun in the first standard of the lower secondary school, the suggestion for its introduction into the primary schools having been rejected by reason of pressure for fuller teaching of Arabic. 871

Aided schools similarly provide primary and lower secondary education through the media of English, Gujrati, Hebrew and Urdu.

There are also a number of unrecognised indigenous and Quranic schools for both boys and girls.

The public demand for educational expansion was very impressive. There was much pleasure expressed at the provisions of the Five-Year Plan but this was tempered with much scepticism. The "special" class worked well and all pupils passed into the Government Secondary School.

LAW AND ORDER

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625 police duties, the protection of persons and property, and the prevention and detection of crime. They also police the very important and busy harbour of Aden. The Criminal Investigation Department is responsible for the investigation of serious crime, special branch work, immigration, the issue of passports and the deportation of undesirables and vagrants.

647 In addition, the Police undertake the registration of motor vehicles, the issue of driving licences and the control and issue of permits to public service vehicles.

494 The Armed Police are a semi-military armed force and are responsible for the maintenance of internal security. They provide guards where necessary and escorts for prisoners. They are trained and organised to provide an immediate striking force in the event of internal disturbances. They also provide garrisons for the Islands of Perim and Kamaran.

625 Criminal cases for the year 1948 showed a decrease of 344 as compared with the year 1947, a decrease in Penal Code offences of almost 33½ per cent. This decrease may be considered exceptionally high, but the figures for 1947 were swollen by cases arising from the 1947 riots. However, there has been a distinct drop in Penal Code offences in the year under review by comparison with the years 1946 and 1945 and it is considered that the reduction is largely due to the implementation in 1947-48 of a closer degree of control over expelled undesirables and the readier detection of them on their return to the Colony. In 1948 there were 522 cases of offences against property compared with 736 such cases in 1947. The total value of property stolen was Rs. 234,644 of which property to the value of Rs. 119,439 (just over 50 per cent) was recovered.

674 During the year under review a total of 5,991 cases was also dealt with by Police under local Ordinances. This shows an increase over the year 1947, but is largely due to the fact that more energetic action has been taken by Police in the matter of dealing with beggars, street vendors and other minor offenders.

PRISON.

697 Dr. N. M. Hodivalla, O.B.E., part-time Superintendent, proceeded to India on leave, in October, 1948, and charge of the Prison till the end of the year was taken over by the Jailor.

The Aden Prison is the only Prison in the Colony, and therefore receives all classes of convicted offenders, in addition to persons committed to trial, and deportees and vagrants awaiting deportation.

Approximately 80 per cent of convicted prisoners are from the Yemen, the Protectorate, and other territories. The administration follows closely, modified where desirable by local conditions, the practice adopted in India.

The prison buildings are situated in a walled compound which ensures complete segregation from the general public. They consist of widely spaced and well-ventilated dormitories, cells, workrooms, store-rooms, kitchens, hospital and office.

Extension to the present office, construction of a range of six superior individual cells for "A" and "B" class prisoners, five cells for the accommodation of lunatic prisoners, and compound walls to four prison

COMMUNICATIONS

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The following vehicles have been registered:

	No.
Taxis	196
Omnibuses	64
Private cars	1,142
Commercial vehicles	279
Motor-cycles	50
Horse gharries	14
Camel carts:	
Water carts	30
Loading carts	55
Bicycles	147

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AIR

Aden is the centre of a network of air services. Aden Airways, a local B.O.A.C. subsidiary, operates scheduled services twice weekly to Cairo through Djibouti, Kamaran, Asmara, Khartoum, Port Sudan and Jeddah. Weekly services are operated to Addis Ababa and to Nairobi via Hargeisa and Mogadishu. During the summer monsoon there is a fortnightly service to Mukalla in the Eastern Aden Protectorate. Frequent charter flights are undertaken to Mukheiras in the Western Aden Protectorate.

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Ethiopian Air Lines operate scheduled services between Addis Ababa and Aden through Dire Dawa and Djibouti. In addition this company undertakes charter flights to India and Pakistan.

Indian Overseas Air lines pass through Aden on charter flights between India and East Africa.

SHIPPING

The number of vessels, exclusive of country craft, which entered the port of Aden during 1948 was 2,994 with an aggregate tonnage of 11,818,392. The number of country craft entering the port during 1948 was 2,260 with an aggregate tonnage of 142,858.

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The following table shows the number, nationality and tonnage of the vessels which entered the port during the year under review:

Nationality	No.	Tonnage
British	1,674	7,255,452
French	64	372,093
Italian	212	375,174
American	137	630,171
Others	907	3,185,502
TOTAL	2,994	11,818,392

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ADEN COLONY

651 The Tobacco Tax (Amendment) Ordinance (No. 16 of 1951), which allowed a draw-back of tax in the case of export of tobacco by air as well as by sea, defined more clearly the meaning of importation and removed any doubt that it is an offence for any person to deal in tobacco issued to Her Majesty's Forces at duty-free or reduced duty rates.

494 The Motor Traffic (Amendment) Ordinance (No. 17 of 1951), which empowered the licensing authority to suspend the registration of a motor vehicle until any defects in such vehicle are satisfactorily remedied. It also made provision for a fixed date for the expiration and renewal of driving licences.

657 The Pensions (Amendment) (No. 2) Ordinance (No. 19 of 1951), which extended the present option of officials to retire or be retired at the age of 45 years for a further period of three years until 31st March, 1955.

651 The Stamp Duty (Amendment) (No. 2) Ordinance (No. 20 of 1951), which exempted from stamp duty receipts given in respect of sums of money exceeding Shs.30 paid by way of salary, wages, pensions or allowances. This exception applies to members of Her Majesty's Forces as well as to persons in civilian employment.

1952

In 1952, 23 Ordinances were enacted of which the following were the more important :

The Income Tax (Amendment) Ordinance (No. 1 of 1952), which granted additional relief in respect of expenses incurred by a tax-payer in sending a child to school or other training establishment outside the Colony, where no suitable educational institution exists in the Colony.

453 The Banking Ordinance (No. 2 of 1952), which is designed to control the establishment and operation of banks in the Colony. It is a measure intended to protect the public from persons carrying on banking business with inadequate financial resources or of whose financial reliability there may be reasonable doubt.

468 The Essential Services (Arbitration) Ordinance (No. 4 of 1952), which provided safeguards against the dangers which might arise to the life and health of the community if certain essential services were interrupted. Such services include the provision of water and electricity, health services, etc. It provided that reference of trade disputes in essential services should be made to an Arbitration Tribunal, whose decision would be binding on both employers and employees, and also that lockouts by employers in such services and strikes by their employees were an offence.

This Ordinance is binding on the Crown as there are essential services in the Colony operated by the Government or by Her Majesty's Forces.

The Ordinance has not yet been brought into operation.

687 The Prevention of Corruption Ordinance (No. 5 of 1952), which introduced more effective measures to combat bribery and corruption.

494 The Motor Vehicles Insurance (Third Party Risks) Ordinance (No. 7 of 1952), which introduced compulsory insurance of motor vehicles in

LEGISLATION

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respect of injury to third parties. This legislation is similar to that which has existed in the United Kingdom for many years. 494

The Medical Practitioners (Amendment) Ordinance (No. 8 of 1952), which made it an offence for a person to practice medicine in the Colony unless registered under the Ordinance. It has also deleted the provision under which the practice of native systems was permitted, since treatment by qualified practitioners is now available in the Colony. 759

The Ordinance also made provision for the control of the sale and publication of advertisements of cures. [278]

The Distribution of German Enemy Property Ordinance (No. 9 of 1952), which was based on the Distribution of German Enemy Property Act, 1949, of the United Kingdom, and which made local provision for the collection, realisation and distribution of property in the Colony which belonged to German owners on 3rd September, 1939. It provided that creditors in the Colony should have a first charge on such assets in Aden. 648 425

The Prevention of Cruelty to Animals (Amendment) Ordinance (No. 12 of 1952), which prohibited the carriage or conveyance of animals in such a manner as to cause them unnecessary suffering. It also enabled rules to be made to regulate the conditions under which animals should be carried by sea. 231

The Press and Registration of Books (Amendment) Ordinance (No. 14 of 1952), which made it obligatory for persons publishing newspapers to give security for any damages which a court may award against them in a libel suit. It also provided for the correction of articles and other reports in local newspapers which contain factual statements which either are false or distorted. 204

The Port Ordinance (No. 15 of 1952), which amended and consolidated the law relating to the Port of Aden and matters ancillary thereto. It replaced the Indian Ports Act, 1908, and also the Indian Lighthouse Act, 1927. 505

The Port Trust (Amendment) Ordinance (No. 16 of 1952), which authorised the Trustees of the Port of Aden to raise money by way of loans or temporary borrowing in order to carry out the duties imposed upon them under the principal Ordinance. It also gave statutory recognition to the practice that all port dues, fees and charges should be credited to the Trustees.

The Workmen's Compensation (Amendment) Ordinance (No. 17 of 1952), which brought within the scope of the principal Ordinance locally engaged civilian staff of departments of Her Majesty's Government in the United Kingdom. In Aden this virtually means local civilians employed by Her Majesty's Forces. 464 465

It also increased the minimum payment of compensation, in the case of injury to a workman resulting in permanent total incapacity, from Shs.1,050 to Shs.1,500 and the maximum from Shs.15,000 to Shs.18,000 which latter amount represents 24 months' earnings of a workman whose monthly earnings do not exceed Shs.750.

This Ordinance has not yet been brought into force.

The Government Guards (Amendment) Ordinance (No. 18 of 1952), which provided mainly for the better enforcement of discipline in the Force. 703

JUSTICE, POLICE AND PRISONS

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Licensing of Vehicles. £19,756 was collected in fees in 1952 and £15,386 in 1951. The increase was mainly due to the arrival of vehicles in the Colony in connection with the construction of the refinery at Little Aden. b51
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The number of driving licences issued in 1952 was 1,423 compared with 968 in 1951.

Traffic Accidents. There were 384 accidents on the roads of the Colony in 1952 and 242 in 1951. The number of persons killed was 25 in 1952 and 11 in 1951. 165

Licensing of Arms. Very strict control over the licensing of arms is maintained and licences to possess arms are only issued after the most careful enquiries have been made. An amnesty was proclaimed in October, 1952, advising persons in possession of unlicensed firearms to license them or hand them over to the Police. 411
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PRISONS

General

The Aden Prison is the only penal institution in the Colony and provides accommodation for all convicted offenders, irrespective of age and length of sentence, persons committed to prison on remand, and deportees awaiting deportation. In addition, the prison is declared a place of detention for persons of unsound mind with criminal tendencies. 697

Approximately 73 per cent of the convicted prisoners come from the Yemen, the Protectorate, and neighbouring territories. Almost all of them are illiterate and very primitive.

Administration of the prison follows the practice adopted in Indian and most colonial prisons and is governed by the Prison Ordinance.

Staff

The prison is under the control of a part-time Superintendent who is assisted by a jailer, an assistant jailer and two clerks. The warders, including instructors, numbered 38.

Prisoners

The total committals to prison was 2,184 in 1952, compared with 1,949 in 1951. The daily average of prisoners of all classes was 179 in 1952 as against 134 in 1951. Prisoners admitted to prison on conviction are divided into two categories, first offenders and recidivists. The percentages of first offenders and recidivists were 54 and 46 respectively.

Discipline

Order and discipline among the prisoners were well maintained during the period.

Health

The general state of health of all prisoners was satisfactory. The daily average sick was 3.2 in 1952, as against 3.3 in 1951. There was no serious illness among the prison inmates during 1952. A Medical

COMMUNICATIONS

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505 Port of Aden during 1951 was 4,338 with an aggregate tonnage of 18,715,839 and in 1952 the number was 4,620 with a tonnage of 20,477,679.

The number of country craft which entered the port during 1951 was 1,816 with an aggregate tonnage of 145,916 and in 1952 the number was 1,685 with a tonnage of 130,003.

The following table shows the nationality, number and tonnage of the vessels which entered the port during 1951 and 1952 :

Nationality	1951		1952	
	Number	Tonnage	Number	Tonnage
British	2,355	11,115,667	2,381	11,451,779
French	107	569,062	121	628,009
Italian	295	895,565	329	1,153,827
American	216	981,976	214	948,655
Others	1,365	5,153,569	1,575	6,295,409
	4,338	18,715,839	4,620	20,477,679

ROADS

[496] There are no railways in the Colony and communication between the townships is by road.

491 The main roads are constructed in bituminous macadam, and the carriage-ways vary in width from 20 feet to about 40 feet. Some secondary roads are similarly constructed. There are about eight miles of streets in the bazaar areas which have not yet been made up. As and when funds and materials permit, existing unmade roads are surfaced.

The Colony has :

Bituminous Macadam Roads	Water-bound Macadam Roads	Unmade Roads	Miles Total
57.20	7.30	11.97	76.47

[494] The total number of licensed vehicles was 3,215.

CIVIL AVIATION

508 There are two airfields in the Colony, Khormaksar, the official airport, and Sheikh Othman, maintained as a stand-by. Khormaksar is controlled by the Royal Air Force which provides the Air Traffic Control, Flight Information and Meteorological facilities.

509 The construction of a civil airport within the limits of the Royal Air Force aerodrome at Khormaksar was completed early in 1952 and the new terminal building was officially opened by the Governor on 1st May, 1952. Arrangements are being concluded for International Aeradio Limited to instal and operate a Civil Aviation Aeromobile Communication Service and three W/T point-to-point circuits connecting with Karachi and Bahrein, Nairobi and Mogadishu, and Khartoum and Asmara. These services will commence early in 1953.

509 The Colony has been served by five international airlines : Aden

439 Restrictions imposed by Eritrea and Somalia on the importation of goods from Aden were causing some dissatisfaction.

491 The Colony is served by good roads which extend to Shaikh
 494 Othman and Lahej. Increasing use is being made of motor
 505 vehicles on some 700 miles of tracks in the Western Aden Pro-
 506 tectorate, but communications with the Hadramaut coast are
 205 almost entirely by sea or air. Since the Colony ceased to be
 436 administered by the Government of India in 1937, it has had
 its own postal administration and issued its own stamps. When
 India became independent in 1947, the Aden Government
 began to consider abandoning the rupee as the legal currency,
 but the change to the East African shilling (divided into 100
 cents) was not effected until October 1951, when Aden came
 under the jurisdiction of the East African currency board.

651 The main sources of revenue are income tax, excess profits
 652 and other direct taxes, and excise duties. Revenue for 1951-2
 was £1,577,646 and expenditure £1,597,400 plus a contribution
 of £1 million to the development fund. The development plan,
 as revised in 1949, envisaged the expenditure in three years of
 £2,023,000, of which 53 per cent was to be provided by the
 Colony's own surplus balances and 15 per cent by the British
 Government under the Colonial Development and Welfare
 vote, while it was hoped to raise the remainder (£660,000) as
 loans in London. Further proposals for development until
 1956-7 at an additional cost of nearly £4 million were being
 considered by the Colonial Office at the end of 1952. In 1953
 development plan expenditure approved¹ for the Colony and
 Protectorates reached a total of £6,270,000, of which £850,000
 came from Colonial Development and Welfare funds and

658 £5,420,000 from local loans and resources.² Meanwhile, under
 [873 the educational part of the 1949 programme (16 per cent of the
 874 total) an Aden College of upper secondary status and a tech-
 nical college have been built, and a number of primary and
 secondary schools built or enlarged. In 1952 3,152 boys and
 1,562 girls were receiving primary, and 1,552 boys and 256
 girls secondary education in government or private schools.
 Egyptian women teachers were being employed in post-
 primary schools owing to the shortage of qualified Aden women.
 Overseas scholarships to the Anglo-Egyptian Sudan and Great

¹ In principle, but subject to further revision.

² In December of that year the Aden Government floated a public loan for the first time for the financing of development works, including a new power station, a new telephone exchange, and major water improvements. A total of £1,330,000 was issued in 4½ per cent stock of which £450,000 was taken up for Colonial Government funds, £100,000 reserved for public subscription in Aden, and £780,000 was placed on the London market.